

Today's
Advertisements.

PERSEVERANCE LODGE OF

HONGKONG, No. 1165, E.C.
A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zeland Street, THIS EVENING, the 16th instant, at 8.30 for 9 o'clock precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 16th July, 1895. 1906

VICTORIA LODGE OF

OF HONGKONG, No. 1025.
A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zeland Street, on MONDAY, the 22nd instant, at 8.30 for 9 o'clock precisely. Visiting Brethren are cordially invited.
Hongkong, 16th July, 1895. 1907

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
(Taking Cargo and Passengers at through rates for CHIFU, TIENTSIN, NEWCHANG, HANKOW and PORTS on the YANGTZE.)
THE Company's Steamship

"TAISANG."

Captain R. V. Anderson, will be despatched as above TO-MORROW, the 17th instant, at 4 P.M. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, 16th July, 1895. 1904

FOR VLADIVOSTOCK, VIA SHANGHAI, CHEFOO AND NAGASAKI.

(Taking Cargo at through rates to KOREAN PORTS.)

THE Steamship

"GHAZEE,"
Captain D. S. Bailey, will be despatched as above on TUESDAY, the 23rd instant, at Noon. For Freight or Passage, apply to NIPPON YUSEN KAISHA.
Hongkong, 16th July, 1895. 1905

FOR KOBE (DIRECT).

THE Steamship

"ORMISTON,"
Captain E. Outram, will be despatched for the above Port on TUESDAY, the 23rd instant, at Noon. For Freight, apply to NIPPON YUSEN KAISHA.
Hongkong, 16th July, 1895. 1906

LEVY HERMANOS.

AND AT
SHANGHAI, MANILA, LOILO AND PARIS.

JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS.

GENERAL IMPORT & EXPORT.
10, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAVA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND.

HARTMANN'S GREY PAINT.

DAIMLER'S PATENT MOTOR LAUNCHES &c.

"EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK"

REASONABLE PRICES.
Hongkong, 16th July, 1895. 1909

BROWN, JONES & CO.

ITALIAN AND AMERICAN MARBLE AND HONGKONG GRANITE CEMETERY MEMORIALS.

LETTERS CUT AND FILLED WITH IMPERISHABLE LEAD CEMENT.

Intimations.

DAKIN, CRICKSHANK & COMPANY, LIMITED, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co's WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 3rd May, 1895. 127

A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

Intimations.

The purest ingredients only are used, and the utmost care and cleanliness exercised in the manufacture throughout.

The water used is proved by repeated analyses to be absolutely pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Expenses when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:

PURE AERATED WATER

SODA WATER

LEMONADE

POTASH WATER

SELTZER WATER

LITHIA WATER

SARSAPARILLA WATER

TONIC WATER

GINGER ALE

GINGERADE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing AERATED WATERS, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 1st June, 1895.

BIRTHS.

At No. 14, Old China Street, Shanghai, on the 9th of July, the wife of FRANCIS STANLEY, of a son.

At Chinkiang, on the 10th July, the wife of THOMAS WILLIAM BOWEN, of a son (stillborn).

MARRIAGE.

On the 14th inst., at Sandakan, British North Borneo, J. E. BURNHURST of the firm of Mansfield, Bogaardt & Co. to KATHLEEN, daughter of the late Captain Nicolson.

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 16, 1895.

NOTES AND COMMENTS.

MAY we be permitted to suggest for the consideration of Mr. F. A. COOPER and the Department of Public Works over which he so ably presides, that the Town Clock would be very much more useful than it is if some steps were taken to renew the original whiteness of its face, and if, instead of being lighted by gas, an electric light was introduced into the clock tower. We are assured that the whole of the work could be done in a week, would not cost much, and would not necessitate any addition to the permanent staff of the Public Works Department.

The last number of that very valuable organ of official opinion, the *Hongkong Government Gazette*, contains an intimation that the Drains Department will not receive or consider any plans or drawings for the re-drainage of premises sent in by any contractor whose name is not on the list of contractors approved by the Department as competent to undertake the work of constructing or re-constructing drains. It is quite right that no contractor should be employed in this important work who, either from want of knowledge or experience in that particular kind of work, is not able to do it properly. We shall have something to say by and by about the nature of the test applied by the Department to distinguish the skilled from the unskilled, but that is not our point at present. The question now is about the plans of the proposed work that have to be submitted to the Sanitary Board for approval before any drainage work is commenced. It is the owner or occupier who has to send in these. He may get whom he likes to prepare them, or he may prepare them himself. They need not be prepared by an engineer or architect so long as they show clearly the nature of the work proposed to be done. The requirements are of the simplest kind and were specially so framed, as Mr. Eoz can testify, in order that any man might be able to prepare them. The Department has no more right to insist upon their being the work of a skilled man, than they have the right to insist that the work itself shall be carried out by a skilled contractor. If the plans sent in show with reasonable clearness the nature of the proposed works, it does not matter whether the owner of the property prepares them himself or his architect, or a contractor who may or who may not be on the Official List. We think the rule in question had better be withdrawn. It is absolutely needless and very vexatious.

The latest files of Japan papers contain the text of Mr. ENSUI's decision in the famous *Rhingold* Arbitration Case, which attracted so much attention a few months ago in circles throughout the Far East. In November 1894 the *Rhingold* was lent by her owners, through their agents, to a Japanese merchant under a time charter. This Japanese sub-chartered the steamer to another Japanese and the steamer was despatched with a cargo to a place on the north-west coast, Fushiki, there to take in passengers and cargo for a fresh destination. While there, and taking in this new cargo, the master, without assigning any definite reason for so doing, stopped the loading of the steamer and gave written notice to the sub-charterer. This was about noon on the 11th February last, and when asked for an explanation of his conduct the master simply stated that it was

for reasons connected with the ship; that he had wired to his owners for instructions and might, as a result thereof, have to return to Kobe. The sub-charterer threw up his charter, and claimed damages. The reason of the stoppage was the appearance of some very trifling leak in the ship, which eventually took four hours to repair, and was completely and satisfactorily stopped about 10 a.m. on the 13th February. The ship was ready to resume loading at that hour, the total stoppage amounting to 45 hours at the outside. The Consul held, and rightly we think, that this action on the part of the master of the *Rhingold* in stopping the work of the sub-charterer was wholly unjustifiable and was a proper basis for a claim on the part of the sub-charterer for compensation in damages, but Mr. ENSUI further held, and here we do not follow him, that this 46 hours stoppage of work was of so serious a character as to justify the sub-charterer in cancelling his contract, on the ground that the action of the master entirely frustrated the object for which he had hired the vessel. Mr. ENSUI found as a fact that this was so and that this 46 hours delay entirely changed the commercial character of the voyage, but he does not anywhere state on what evidence he arrived at that conclusion. Unless the proposed voyage was of a very special nature, we do not see how this forty-six hours delay could so completely frustrate the entire adventure as to give the sub-charterer more than a claim for damages for loss of time. Mr. ENSUI finds that the delay was unreasonable and "rendered it impossible for the charterer to carry out his engagement." Why or how it became impossible is nowhere explained, either directly or indirectly, and there is nothing in the circumstances of the case to enable one to understand it.

We are, says the *China Gazette* of the 11th instant, glad to have been able to learn to-day that the foundation for the rumour that the British Minister, Sir Nicholas O'Connor had met with an accident, only lies in the fact that the distinguished diplomat recently sprained his ankle while playing tennis and is suffering at present from what is known as a "tennis foot."

ON the 8th instant the first annual meeting of the Eastern Blinmetallic League was held at Shanghai. Messrs W. H. Talbot, G. Jamieson, S. Wetmore, R. Campbell, and S. Skotlow, addressed the meeting. During the proceedings Mr. Skotlow moved that the annual subscription of members be reduced to £1. Mr. Talbot seconded and it was carried *unanimously*. It was stated that £12,500 had already been collected for the fund necessary for advertising the cause.

We understand, says the *N. C. Daily News* of the 11th instant, that in a few days the prospectus will be issued of an important spinning and weaving mill to be founded in Shanghai, of which the American Trading Company will be the General Managers. The capital of the new undertaking will be £1,000,000, divided into 10,000 shares of £100 each. Of the first issue of 7,000 shares, a considerable proportion has already been privately subscribed, but it is believed that about 3,000 shares will be offered for public subscription. An influential directorate has, says our contemporary, been secured, land has been acquired, and the machinery will combine all the very latest improvements. The looms will come from America, but the other machinery from England. The mill will start with 40,000 spindles.

In reference to a most interesting case *cliffed* recently brought to a conclusion in the States the *Prisco Chronicle* remarks:—"In spite of the fact that Mrs. Barnes of San Bernardino had confessed that 'she, in company with her paramour, had tried to kill her husband, the jury, under the advice of the Court, acquitted her. This seems a strange perversion of the natural order of justice, but it is really based upon sound philosophic principles. The confession was induced by the promise that it would save her husband and children, and the law is explicit that a confession induced by promises or threats by threats cannot be used. The rule may work badly in special cases, but it is a salutary one on the whole.' It is not easy to see how her confession could benefit her husband and children, but it was obtained by threats or promises of any kind held out by persons in authority, such a confession ought not to be used against her."

THE GENERAL ELECTIONS.

LONDON, July 15th.

Ninety-six Unionists and ten Liberals have been returned.

The Unionists have gained eight and the Liberals one seat since the last election.

Sir William Harcourt and Sir Thomas Roe the late Members for Derby (borough) have been defeated by seventeen hundred votes (jointly).

The Right Hon. A. I. Balfour has been re-elected for Manchester (East) by an increased majority.

The Marquis of Lorne has defeated Sir Henry Rother for Manchester (South).

(Special to the *N. C. Daily News*.)

THE CHINESE MINISTER TO JAPAN.

PEKING, July 12th.

YU KENG, a Manchou and protégé of the Viceroy, Chang Chih-tung, was appointed Minister to Japan this morning by the Emperor. He was nominated, last month, to the Senate of the Republic, but this post will now be given to Lu Yung-shan, an ex-patriate of Kiangsu and at one time magistrate at Shanghai.

LOCAL AND GENERAL.

We are very glad to be able to state that Mr. G. A. Caldwell, who, as reported in our last issue, met with a very serious accident on Saturday, is progressing favourably towards recovery.

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We note the arrival of Sir Fielding Clarke, Lady Clarke, and the Honourable T. H. Whitehead, at Yokohama on the 8th instant, per Canadian Pacific Railway Co.'s steamship *Empress of Japan*.

We have to acknowledge, with thanks, receipt of the annual report of the Board of Directors of the Banque d'Indo-Chine presented to the general meeting of shareholders at Paris on the 15th May.

It is stated that the Japanese Government has decided to at once increase the navy by building four steel-clad battle-ships, eight cruisers, and twelve torpedo-catchers, in all amounting to 220,000 tons.

LIEUTENANT-GENERAL Kawakami Soroki, of the Staff Board, and Major-General Kodama Gentaro, Vice-Minister of the War Office, have been appointed Vice-President and Councilor respectively of the newly-established Board of Formosan Affairs.

LU CH'UAN-LIN, the new Viceroy of Szechuan, arrived at Chéngtu on the 28th ultimo and took over the seals of office from the retiring and degraded Lu Ping-chang on the 1st inst. His Excellency is a Chihli man and was formerly the Provincial Treasurer of Szechuan.

SOME arrangement is, according to the *Chefoo Express* of the 8th instant, being made between France, Great Britain, Germany and Russia to make Chefoo a kind of water police station for North China. Each of the above nations is to keep two men-of-war on the station, making in all eight, of which four are to be in port and four on cruise.

OUR Japan exchanges report that at Yokohama on 5th instant Vice-Admiral Butler, C.B., entertained at 11 o'clock on board the flagship *Centurion* their Excellencies Count Ito, Minister President of State, Count Saigo, Viscount Komoto, and Marquis Sainonji; Vice-Admiral Ito, Messrs. Sannomya, Lowther, and Kirkwood; Captains Shimamura Nagasaki, Henderson, and others. Before 11 o'clock the guests were taken over the ship, and the men afterwards went to quarters and handled the big guns in action. In the afternoon the party proceeded to the *Edgar*, and having inspected the ship took tea with Captain Henderson, returning to Tokyo by the 4.15 train. It will be remembered that on the 12th instant we published a special telegram from Yokohama stating that Count Ito had called on the British flagship.

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THE CRISIS IN FORMOSA.

MORE ABOUT THE "SCUTTLE."

INTERESTING FACTS ABOUT THE RE-OPENING OF THE CUSTOM HOUSE AT ANPING.

TAIWANFOO (Anping), July 15th.

Our Anping correspondent reports as follows under date 12th instant:—

I avail myself of an unexpected opportunity to forward you further information respecting the situation generally. In addition to the blasting of the "Black Flag" Chief (Liu Yung-shan) must be admitted he has taken the occasion in a much more satisfactory manner than could under all circumstances, have been expected and as soon as appealed to for protection (when the British guards had been withdrawn) at once vouchsafed sufficient assurances of his respect for foreigners, his good-will towards them and his determination to protect their lives and property.

The Custom House, as you have doubtless heard ere this by wire, has been re-opened under Liu's auspices and is in full charge of two Chinese Customs Tidewalkers who, I understand, remained here only owing to their having mislaid, owing to the bad weather prevailing, their passports by H. M. S. *Spartan*, the vessel by which Mr. Commissioner Spencey, Mr. Assistant Morse, the Post Officer and Customs Examiner "scuttled" to Amoy. Unfortunately as it may have appeared to the Tidewalkers (McAllum and Burton) in question at the time, their failure to "skip" with the rest of the Customs people, their ill-luck has to a great extent been modified by startling subsequent events which may be set forth as follows:—

Liu, after he had relieved himself considerably by indulging a fiery despatch to the British Consul requesting him to detain Mr. Spencey—a letter, by the way, that only reached the Consul the day after Mr. Spencey had left the port—realised that the closure of the Custom House meant serious pecuniary loss to himself forwarded to the British Consul a very polite letter asking that official to be kind enough to recommend some foreigner for the vacant post of Commissioner of Customs. This Mr. Hurst of course declined to do, so Liu thereupon negotiated with the Tidewalkers who had been unable to get away by the *Spartan* with the result that Mr. McAllum was appointed Commissioner and Mr. Burton Harbour Master, Examiner, etc.

Liu allows McAllum Tael 3000 per month for "running the show" from which the "Commissioner" is to draw Tael 2000 as his monthly "salary," his aide, Mr. Burton, is to get the modest sum of Tael 650 a month and the balance goes to pay the two Chinese linguists (who were formerly detained here by Liu) and two or three other Chinese. Tael 3000 were paid down by Liu who has authorised the "Commissioner" to draw the first Tael 6000 collected as dues and duties, thus enabling his foreign Customs officials to secure at least three months' wages. Apart altogether from any personal benefit which Mr. McAllum and his colleagues may derive from their engagements, which no one will begrudge them—there can be no doubt that the arrangement will tend to modify, to some extent at least, the serious trade and other disasters that must inevitably result from the British Admiral's harsh procedure. But for McAllum having accepted the post he now holds it would have been impossible for the business connected with the cargoes of the *Thales* and *Romington* to have been satisfactorily put through promptly and effectively. And it is probable that other vessels arriving here in the near future, whether regular liners or "outfitters," will be put through in a thoroughly expeditious manner until, and it is a long until, the Japanese arrive, and upset Liu's apple-cart, or until Liu defeats the Japanese, drives them out of Formosa and returns the island to his Imperial master, the mighty "Son of Heaven." Liu has, of course, either to drive the Japanese out of Formosa or get out (if possible) himself, and this being the case he has "fixed" up the McAllum to enable him to "run the show" of the country when the worst comes to the worst. In the meantime Liu rides the high horse and McAllum and Burton are profiting by reason of what may not be inaptly described as "the fortunes of war."

Once more I have to refer to the gratuitously offensive, lying and malicious reports respecting South Formosa which have been published in a certain section of the Far Eastern press. One more than ordinarily venomous and mendacious report stated that the community here was entirely dependent on the fleet for provisions. This is an absolutely false assertion, without a shadow of foundation in fact. Our supplies, both local and imported, have never run short and that, too, when we had 200 hardy and hungry British warriors to feed. The steamers have been running regularly; our local stores have always been replete with everything that could be desired and the proprietor looks as happy as a sleek millionaire for he has been doing, and is still doing, a roaring trade of late. And it is just as well that I should add that we have no reason to suppose we shall run short of provisions either in the near future or at any other time. I have left out a great deal to write at some length on this subject with a view to relieving our many friends at Hongkong and on the mainland of unnecessary anxiety about our welfare. The situation is sufficiently grave without being exaggerated by what I termed in a recent letter "horror-mongers." Some of our friends on reading alarming reports about privations and suffering that never existed except in the elastic imaginations of some "black and white" sent over to us large quantities of provisions and in other ways demonstrated how heartily they had been worried by alarming and false reports.

No doubt you remember the lies circulated about Anping and Takao being bombarded and left in ruins. Well, as a matter of fact, we have scarcely seen anything of the Japanese and they have not yet fired a single shot at the forts in South Formosa. Liu may be capable of much that warrants distrust, but surely the case against him will not be strengthened by the propagation of such malicious rumours as these. Liu has an alleged right to search for Japanese spies in the foreign settlement. What effect the "scuttle" from South Formosa may have on Liu's notions of British naval demonstrations and the might and majesty of the Great Powers generally is another matter which time alone can demonstrate. At present we have nothing to complain about in Liu's demeanour, and we sincerely trust we may be able to report favourably of him and his little army when the time comes to report the result of his attempts to hold the port against the highly disciplined and seasoned warriors of the Mikado who are now reported to be almost

within striking distance of Liu's scouts, to the northward.

H.M.S. *Rainbow*, Capt. Forsyth, arrived here from Anping at 8 o'clock last night. During the vessel's stay at Anping the crew have not been in the best of health, and this morning three of her officers and five men were taken to the Royal Naval Hospital. We learn from the doctors that there are only five European residents now in Anping, and that the *Rainbow* is still cruising off that port. The *Rainbow* will return to Anping in a few days, after coaling, etc.

KOREAN NOTES.

(FROM OUR CORRESPONDENT.)

8, Queen's Road Central,
Hongkong, 3rd January, 1894. (2)

